HEART DISEASE 30 YEARS

Short Breath, Palpitation.

Mr. G. W. McKinsey, postmaster of Kokomo. Ind., and a brave ex-soldier, says: "I had been severely troubled with heart disease ever since leaving the army at the close of the late war. I was troubled with palpitation and shortness of breath. I could not sleep on my left side and had pain around my heart. I became so ill that I was much alarmed, and formately my attention was called to tunately my attention was called to

Dr. Miles' Heart Cure

I decided to try it. The first bottle made a decided improvement in my condition, and live bottles have com-pletely cured me." G. W. McKINSEY, P. M., Kokomo, Ind.

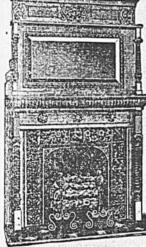
Dr. Miles' Heart Cure is sold on a positive guarantee that the first bottle will benefit. All druggists sell it at \$1, \, \text{0}\$ bottles for \$0, or it will be sent, prepaid, on receipt of price by the Dr. Miles Medical Co., Elkhart, Ind.

Sold by druggists everywhere. JAPANESE



JAPANESE PILE OINTMENT 25c. a Box. CONSTIPATION Cured, Piles Provided Prov

Chis. R. Goetze and W. W. Irwin. HOUSEFURNISHING GOODS.



Wood and Slate Mantels!

STEEL RANGES.

B.F. Caldwell & Co.

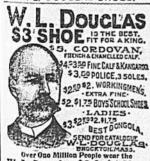
1508 and 1510 Market St. aull

JUST OUT Galvanized Wash Tubs

The most durable article made for laundry As cheap as the old style wooden tubs, and will outwear a dozen of them.

GEORGE W. JOHNSON'S SONS.

W. L. DOUGLAS SHOES.



W. L. Douglas \$3 & \$4 Shoes All our shoes are equally satisfactory
They give the best value for the money.
They qual custom shoes in style and fit.
This wearing qualities are unsurpassed.
The prices are uniform,—stamped on sole.
They five are uniform,—stamped on sole.
They five a think they were the makes.
They dealer cannot supply you we can. Sold by
It. Monkeys fires.

H. T. Monkemoiler, 2151 Market Street. J. T. Stone, 1042 Main atreet. jn2-nwar

EDUCATIONAL

Mrs.M. Stevens Hart's

School for Young

Ladies and Children,

1316 and 1318 Market St., Wheeling, W.Va.

The Island cars and electric motors pass the Forth annual sersion begins MoNDAY, inher 17, 1813. This school offers a cour-sad therough education in Practical Eng-Mathematics, English Classics, Latin and to Languages.

in Languages, actuol consists of Primary, Intermediate, inde and College Preparatory departments. methods and course of instruction will favorably with the best seminaries in marks. antry, are received in the Primary and Inter-ia. For circulars or interview, apply to

MRS. M. STEVENS HART, Principal, Wheeling, W.

HOTELS.

HOTEL · ATCLEN Michigan Avenue, Near Beach,

ATLANTIC CITY, N. J.

Rates \$5 to \$10. Heated. Send for Booklet.

J. E. REED.

the managers of this road is, "You should be satisfied, for we take" your lumber to market cheaper than you could haul it with a team.

LEMBERMAN. LUMBERING INTERESTS Along the Line of the West Virginia & Pittsburgh Rallroad—Exceptive Freight Rates a Drawback—A Recent Publica-tion Answered. To the Editor of the Intilligence.

Sin: - In looking over the March

number of the Lumberman's Review, I notice an article headed "Conditions

ing carefully read the article. I have

come to the conclusion that the writer

is wholly ignorant of the true situation of the conditions of the lumbermen of this section, and therefore is not responsible for the orroneous position he takes, and does not realize the wrong he

sponsible for the erroneous position he takes, and does not realize the wrong he may do others by inducing them to invest in the lumber business along this line, or is a paid servant of the West Virginia & Pittsburgh Railroad Company, I know not which, but I will be charitable enough to accord him the former position. In speaking of mixed hard woods the writer says:

"Anyone understanding the business ought to do well here, by taking advantage of facilities for lumbering already existing and no longer used. I contess none of us can make any money out of this branch of the business, but all through Ohio and Indiana I notice little wood working establishments apparently prosperous at every railroad junction, and all working in just the class of stock that we don't look at. Is there any good reason why beech, maple and the like should build up prosperous communities up there and knock the stuffing out of every one who touches them down here? I ask simply for information."

The writer shows by asking this question that I have placed him in the proper position; that he is ignorant, if he had only questioned those little fellows whom he speaks of in another place in his article as having failed, each one of them could have answered the question readily, as can all others who have tried to do business along this road without a private puil. The an-swer is simply this: The West Virgen.

that numerous capitalists have been driven away from our section by the

a bove cause.

The writer knows of several instances of parties coming down here to invest, but first finding that they had to pay

four cents per mile to travel over the road, and on further investigation found

road, and on further investigation found that everything else was in proportion, left the state disgusted and went to such sections as Ohio and Indiana. I agree with the writer that most of we "little fellows" have "busted" (victims of the greed and short-sightedness of the West Virginia & Pittaburgh railroad), and I will add to this that none of the big

greed and short-sightedness of the West Virginia & Pittsburgh railroad), and I will add to this that none of the big fellows have made any money. The Alexander company is still grinding away, but no one would think of saving it is making money. The Buckhannon company, which had among its managers such well known men as A. II. Winchester, is worse off than we "little fellows," and that grand property now stands idle, a living monument to speak for itself of exorbitant freight rates wrung from it by this railroad, which the Buckhannon article tells you are all that is lovely. The Holly River concern is still worse, but, of course, no one ever expected it to make money except those New York fellows who put up the stuff. By the way, A. II. Winchester is now receiver for this concern, and will gather up the fragments from

and will gather up the fragments from the wreck, which may reach as much as ten cents on the dollar.

time we heard of Mr. Mittoscaryor he had piles of orders and was cetting more for his lumber than any operation in America; but I take it some change has come about, for I see that he (backed by the West Virginia & Pittsburgh railroad) is asking the taxpayers of Webster country a give them. St 500

of Webster county to give them \$1,500 to build a road through their own lands

so they can got through their own hands so they can got their timber to their mill, which, by the way, was built just when the timber run out. Oh, no, the Pickens' plant has not done much bet-ter than we "little fellows" and they will find out that it will be a cold day,

ter than we "little fellows" and they will find out that it will be a cold day, indeed, when the intelligent taxpayers of Webster county will put on their and thoir childrens' backs a burden that will be hard to bear. The citizens of Webster county well know that to give this \$1,500 to this company will not bring the railroad one day scener, and the trick played on the poor deluded tax ridden people of Braxton is too fresh in their minds.

The writer says: "From Camden-on-Gauley to Weston the whole read is lined with mills actively in operation." Allow me to say that he has not been over that read or he would not make that assertion, for such is not the lact. The majerity of we "little fellows" have been broken up by being compelled to pay exorbitant freight rates. We hope in the near future to have a competing line with the West Virginia & Pittsburgh railroad. The Charleston, Clendening & Sutton railroad is now completed sown thirty miles up Elk river and the contract lat as far as Clay Court

dening & Sutton railroad is now com-pleted some thirty miles up Elk river and the contract let as far as Clay Court House. Gov. MacCorkle tells us we may expect the road to reach our city before enow flies again. We are all anxiously awaiting the time when we will be delivered from the grasp of this soulless corporation. In conclusion.

will be delivered from the grasp of this soulies corporation. In conclusion, allow me to say that lumbering along the line of the West Virginia & Pittsburgh railroad, from the lumberman's standpoint, has been a failure; that one hundred dollars has been lost to every

one made, and my advice to prospective purchasers is, don't buy unless you can purchase from some one who is very near the railroad, and can put you in good standing, etc. The argument of

Satton, W. Va., March 27.

THE EXPERIMENT STATION.

A Compliment to its Management—One of the Bost in the Country. Along the Line of the West Virginia & Pittsburgh_ Railroad," purporting to come from Buckhannon, W. Va. Hay-

Morgantown New Domin The inspector of agricultural experiment atations, Dr. Allen, of Washington, D. C., was here last week. It was the last of a series of inspections, embracing the agricultural experiment stations of Pennsylvania, New York,

Ohio, Michigan, Wisconsin, lowa, Illi-nois, Indiana and West Virginia.

Ilis examination embraced the follow-ing subjects: The organization and work of the soveral departments of the exper-iment station; the qualifications, meth-ods of appointment and duties of the avacral members of the station staff. several members of the station staff; the character of scientific work now bethe character of scientific work now being conducted by each of the several departments; the facilities and appliance for conducting work; the proparation; experience and character of the members of the station stail; the salaries of each; the published work; the methods of preparing manuscript and superintending the printing; the number and character of the publications; the extent of the mailing list, and the facilities of the station to reach the farmers and disseminating the information acquired among them; the methods mera and disseminating the information acquired among them; the methods adopted for making purchases, anditing accounts and paying bills; the security of the funds of the staton, and the methods for preventing misappropriation; mothods for preventing misappropriation; mothods for preventing and protecting the public property; the expenses of the board of regents, and all fees, perquisities, or bonuses received by any officer of the station or by the board of regents (in this case there are none); the connection of the acticultural experiment station with the university work and to the faculty of the versity work and to the faculty of the university; the relations of the funds of the station to those of the university; have tried to do business along this road without a private pull. The answer is simply this: The West Virginia & Pittsburgh Railroad Company charges such exorbitant freight rates that we cannot compete with our neighbors ever in Ohio and Indhana, although they pay three times as much stumpage as we do, but they are located on roads who give living rates.

Further on in his article the writer says: "The timber is here, and our road gives as good rates as any thoughtful man could dream of asking." I agree with the gentleman that Nature has done much for us and that we have the timber and that God Almighty has done

of the station to those of the university; whether they are kept separate and used for the purpose for which they were appropriated.

He examined into the system of vouchers, book-keeping and disbursement of funds used at the station, and pronounced it the simplest and most effective that he had ever seen. The experiment station books, records, policy and administration were fully explained to him, and he left, expressing the highest confidence in the administration of the experiment station and the qualit the experiment station and the qualifi-cations of the station's staff, in their cations of the station's staff, in their methods of work and, in the plan of or-ganization and official management. When asked if he had, any suggestions to offer to make any modifications that promised more good for the experiment station, his reply was, "I have none."

When Easter Comes.

done much for us and that we have the timber and that God Almighty has done much for us in the way of natural advantages, but I draw the line right here, and take issue with the writer as to what the West Virginia & Pittsburgh railread has done for the country and the lumberman. I make the assertion, without the slightest fear of successful contradiction, that the rates contradiction. without the singless lear of successful contradiction, that the rates on this road are and have been exorbitant; that the management is of the narrow-est class; that every effort is made to wring the last cent out of the poor shipper (especially the small ones); A friend of the Boston Transcript, "E. M. H." writes: "I was attracted by the suggestion in your paper this evening to compose a rhyme which would give the reasons of the 'movable nature of the Easter feast.'" The fol-

nature of the Easter least. It lowing clover rhymes are added: "Thirty days hatt September." Every person can remember; Every person can remember; But to know when Easter's come Puzzles even scholars some

When March the twenty-first is past, Just watch the silvery moon. And when you see it full and round Know Easter'll be here soon.

After the moon has reached its full, Then Easter will be here, The Sunday after In each and every year.

And if it hap on Sunday
The moon should reach its height,
The Sunday following this event
Will be the Easter bright.

Two Lives Saved.

Mrs. Phoebe Thomas, of Junction City, Ill., was told by her doctors she had consumption and that there was no hope for her, but two bottles of Dr. King's New Discovery completely cured her, and she says it saved her life. Mr. Thomas Eggers, 139 Florida St., San Francisco, suffered from a dreadful cold, approaching consumption, tried without result everything else, then bought one bottle Dr. King's New Discovery and in two weeks was cured. He is naturally thankful. It is such results, of which these are samples, that prove the wonderful efficacy of this medicine in coughs and colds. Free trial bottles at Logan Drug Co.'s drug store. Regular size 50c and \$1.00.

Bucklen's Armed Saive

The best saive in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfac-tion or money refunded. Price 25 tion or money refunded. Price 25 cents per box. For sale by Logan Drug Company.

the wreck, which may reach as much as ten cents on the dollar.

The Camden-on-Gauley mill is still doing business. The promoters of this concern are very near the railroad people, and of course they ship lumber when we "little feilows" are not. Curtin, who buys cheaper and manufactures his lumber cheaper than any of them, and who, by the way, we "little feilows" used to think had a private pull with the railroad company, is at work, and perhaps is the most prosperous of all, but if he has to pay the same rates as the "little feilows" it will take many years for him even to pay out.

I was about to pass by without mentioning the Pickens' concern, which is managed by George W. Whitescarver. This plant is now idle, but for the life of me I cannot tell you why, for the last time we heard of Mr. Whitescarver he had piles of orders and was cetting more for his lumber than a prosperious or the lumber than any consention. John Y. Mackan, druggist, Raleigh, N. C., writes: "Some of the cures made by the Japanese Pile Cure is wonderful and from my dealings with you for the past three years, I know your guarantee is perfectly good." Charles R. Geotzo and W. W. Irwin.

In these days of telephone, telegraph, electricity and steam, people cannot afford to wait days or as many hours for relief. This is our reason for offering you One Minute Cough Cure. ing you One Minute Cough Cure. Neither days, nor hours, nor even minutes clause before relief is afforded. Locan Drug Co., Wheeling, W. Va., B. F. Ponbody, Benwood, and Bowie & Co., Bridgeport, O.

If the Baby is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mas, Wisslow's Scotting Synce for children teething. It scotnes the child, softens the guns, allays all pain, cures wind colic and is the best remedy for diarrhoa. Twenty-five cents a bottle.

The Spine

is one of the most tender parts of the body. Inflammation there results in weak nerves everywhere.

Allcock's Porous Plaster

will be found to have a beneficial effect in allaying the

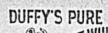
inflammation and restoring strength. It is invaluable in all sorts of lameness and congestion.

Never put up with "Just as good as All-cock's." Insist upon having the genuine.

Allcock's Corn Shields, Allcock's Bunion Shields, Have no equal as a relief and cure for corns and bunions.

Brandreth's Pills

not only cleanse, but tone up the system. They can be depended upon.





FOR MEDICINAL USE

If headache, backache, sore throat and roughing give you reason to fear the pre-valent grip, you will be glad you have read these lines, for, of course, you are in scarch of a remedy.

ET YOUR SEARCH END HERE

AND DON'T WORRY ANY LONGER. Wheezing, stiffness and other grip mis-eries, are put to route by Duffy's Para Mall Whiskey, a tonic that soon makes the load strong enough to light his own buttles. Druggists and grocers soil it. Hiustrated pamphiet will be sent by the

DUFFY MALT WHISKEY CO.,

ROCHESTER, S. V.

FINANCE AND TRADE. The Features of the Money and Stock Markets. New YORK, March 27.—Money on call easy

at 1), a2), per cont; last loan 1% per cent; closed at 1% per cent. Prime mercantile paper 4a5), per Fring or cent. Fring enchange uples and steady, with cent. Sterling exchange quiet and steady, with content business in bankers bills at \$1894,4899, for demand and \$1855,445 for sixty alay poster rates \$1855,4459 and \$1904, 899, commercial bills \$1877,4875, silver certificates \$474,48199. The total sales of stocks to-day were \$185,69 shares.

bill § 1.57.41.87%. Silver certificates 64.asit/sc. The total sales of stocks today were 12.5.99 shares.

The stock market was comparatively dull forday, but the speculation was generally firm in tome. Outside of the coal shares the fluctuations were narrow, and the trading was uninteresting. At the opening of business prices were a shade lower, and made a fractional reaction, but the temper of speculation quickly enaged, and the tendency was upwards until after 11 o'clock, when a raid of the confers broke Delaware & Lackawanna 22 per cent and the others of the group \$547.5 per cent. During the afternoon the succulation was rest notice, but prices were well successful to the succulation was rest notice, but prices were well such as the successful of the tendency was towards rain the conferency was towards rains were slight. The appreciation in values on the day range from ½ to 12 per cent. National Starch gained 1 and Suspitchanna & Western preferred ½ per cent. Elison Electric, of New York, broke 5 per cent on saites of 1,990 shares, with a final rally of 1 per cent. Delaware, Lackawanna & Western made a net loss of 2 per cent. A few other shares declined a small fraction. The market in the final deadings was very dull, but closed fairty from. The bond speculation to day wax quiet, but in the main firm. The sales were \$1,181,490.

Nate bonds without movement. Enlison bonds with.

ere \$1,181,480, Government bonds steady, State bonds without movem Railroad bonds firm.

BONDS AND SPOCK QUOTATIONS -CLOSED BIL

entral Pacific...... 174 Oregon Nav. hesapeake & Ohio 175 Pacific Mail. hicago & Alton..... 146 Pitaburgh hicago & Quiucy 735 Reading..... hicago Gas....... 715 Reading..... Chesapease & Ohio 175, Pecific Mail. 2
Chicago & Atlon. 16
Chicago & Allon. 17
Chicago & Chicago

Brendstuffs and Provisions

May closed \(^1_2\) clower, May corn closed \(^1_3\) clower; May cors gained\(^1_3\), cand provisions incished at advances.

Flour steady and unchanged.

WHEAT—Cash No. 2 spring \(^3\)\(^1_3\)cit \(^3\)\(^1_3\)cit \(^3\)\(^1_3\)cit \(^3\)\(

BUTTER—Market Measty; creameries 10a20c; dairies salve. Edos-Firm at 113/a10c.

Edos-Firm at 113/a10c.

New York—Flour, recelpts 18,300 barrels; exports 5,800 barrels; sales 12,300 packages; market quiet. Wheat, receipts 10a,000 packages; market quiet. Wheat, receipts mone; exports 106,700 bushels; sales 1,805,000 bushels of futures; mon mominal; outland sold of the sales 1,805,000 bushels of futures; mon atominal; outland sold, May closed at 60c, May closed at 60c, May closed at 60c, Corn, recelpts 20,200 bushels of futures and 37,000 bushels of apol; spot market frequiar; outlone seatureless, closing \$\frac{1}{2}\text{conv}\$ (bowled at 60c), and closed at 615/cc. July closed at

Live Stock.

East Liberty-Cattle, receipts light to-day and market steady; Prime \$5.50a5.75; good \$1.85a 515; bulls, stages and cows \$2.00a1.25. Hogs, receipts very light and market steady; Prime \$5.00a1.25. Hogs, receipts very light and market steady; Philadelphia \$5.00a1.05; best Yorkers \$1.85a 1.85; rough \$5.00a1.25. Shene, receipts fair and a shade stronger export wethers \$5.15a4.25; oxtra \$1.00a 80; cort \$4.00a 5.00; fair \$1.00a1.80; common \$1.00a2.00; best lambs \$5.80a6.00.

ambs \$5 80a6 00.

Chicago—Cattle firmer and active. Shipping and dressed beef steers were quoted at \$115a6 50;

cows, helfers and bulls at \$1.75a.5 00;5. Hogs, firm-or, The best of the heavy weights were taken at \$1.25a.25 and the choleset of the light sorts commanded. \$1.84a.15. Succeptured and appearance, Quantions range from \$1.5a.0 to \$0.00 for sheep and \$1.75a6.00 for lambs. Receiptes dattle, \$0.00 head; calves, 400 head; hogs, \$2,000 head; sheep, 10.03 head.

Observanti-Hogs active at \$1 25a5 15; re-celpts 2,903 head; shipments 1,100 head.

celpts 3,999 head; shipinents 1,109 head.

Woul.

Londom—There was a good selection offered at the wool auction sales to-day and prices were well maintained. America was a heavy buyer. Tollowing are the sales in detail:

New South Wales—2,905 bales; secured 9da is 23,61 greasy 4604.

Vintoria—7,665 bales; greasy 5,604.

South Australia—1,905 bales; accured 7da2a 194; greasy dails 24.

South Australia—1,905 bales; accured 8, dails 15,61 greasy 61,624.

Control of the bales of secured 10 lats 1d; greasy 61,624.

Cupe of tiond Hope and Natal—2,997 bales; scoured 9dais 36; greasy 4,473,d.

New York—Wool from.

. Dry Gands.

New York, There has been an improved in-quiry and further demands for known entous, and the survey of the survey of the survey of the attention prices. The survey of the survey of the request and 400 factors provided the survey of the vertex and Johnes, provided their survey of Agents have advanced the price of Cliffon 9. C. C. See and Argylo and Vardslick to ac. Printing cloth in letter demand and firmer at 25 ge bid, with small sales for May and June.

Petroleum, Olf City-Opened at \$1.4; highest \$1.12.; lowest \$1.4; closed at \$1.1; sales 5.00; bar-rels; clearances 12,00; barrels; shipmonts 72,500 barrels; runs 52,03 barrels; shipmonts 72,500 barrels; runs 52,03 barrels. New York-Petroleum easier: Ponnsylvania oll, sales none; April option, sales none; closed at \$1.14 bid. Lina oll, sales none.

Metals.

New York-Pir from, scotch Si9 50a20 to: American \$150a12 00. Copper steady: brokers' price \$10. Lead quiet; brokers' price \$105. Tin steady; straits \$10.96a14 05. Plates quiet. speller firm.

FINANCIAL

G. LAME, President. Jos. Saynoto, Cashier J. A. Juffenson, Assistant Cashier.

BANK OF WHEELING.

CAPITAL \$200,000, PAID IN.

DIRECTORS:

II. M. Harper,
James Curomina,
A. Heymann,
Joseph Sybold.

Interest paid on special deposits.

Issues drafts on Kughand, Ireland and Scotland,
myll JOSEPH SKY BOLD. Cashier.

EXCHANGE BANK,

CAPITAL \$300.000.

JUNIOLOUSE

J. M. Brown. George E. Silfat.
J. M. Brown. William Ellingua.
John Frew. A. W. Keller.
John Waterhouse. W. E. Stona.
W. H. Frank.
Drafts issued on England, Ireland, Scotlan I and all points in Europe.

L. E. SANDS. Cashler.

BANK OF THE OHIO VALLEY. CAPITAL......5175,000.

WILLIAM A. ISETT WILLIAM B. SIMPSON. Drafts on England

blitterrors.
William A. Iset. Mortins
J. A. Miller. William
E. M. Atkinson, Julius Pollock.

R. Mortimer Policek William R. Simpson John K. Botsford, Victor Rosenburg, H. Forbea J. A. MILLER Cashist



FORCINCINNATI LOUIS-VILLE, MEMPHIS, ST. LOUIS, NEW ORLEANS AND INTERMEDIATE POINTS. Will leave Wharlboat. foot of Eleventh stress, as

tollows: Steamer Keystone State, for Cincinnati. O. every Tursbay at Sa. m. Chas. W. Knox, Master Henry Best, Cjerk.

Steamer Hudson, every THURSDAY at S a. m. Robert Agnew, Master, Ai J. Slaven, Clerk. Steamer fron Queen, every Sarunday at S a. m. for Cincinnati. Thos. S. Calhoun, Master: R. H. Kerr, Clork.

CROCKARD& BOOTH, LEER

RAILROADS.

The Cleveland, Lorain & Wheeling R. R.

TIME CARD.
Via. Elyria and the Lake Shore Iton
November 18, 1894 Central Time.

STATIONA.

1 12-1 21 | 36 | Central Time. Abeeling Bellatre Martin's Ferry... Bridgeport Firshing Akron..... Sandusky.... Norwalk... Toledo..... Detroit Chicago... Albauy... New York...

All Trains daily, except Sunday, J. F. TERRY, General Freight and Passenger Agent.

Pennsylvania Stations.

Pennsylvania Lines.

Trains Run by Central Time. FIGRET OFFICES AT PRENSTRANIA STATION WATCH ST., FOOTOF ELEVENTH ST., WHEELING, AT MCLUBE HOUSE, WHEELING, AND AT THE PENNSYLANDA STATION. BUILDINGTON.

SOUTHWEST SYSTEM-" PAN HANDLE ROUTE." PARLY, IDARLY EXCEPT SUNDAY.
FROM WHITCHAN TO LAYE ARRIVE Wellsburgand Stenbenville. [6:25 and 16:25 pm McDonaid and Pittsburgan. [6:25 and 16:25 pm McDonaid and Chinesian Layer and 16:25 and 16:25 pm McDonaid and McDonaid Layer and 16:25 pm McDonaid Layer and McDonaid Layer and 16:25 pm McDonaid Layer and McDonai DATLY. TDATLY EXCEPT SUNDAY.

RAILWAY TIME CARD.

Fittsburgh Express.

Fittsburgh Express.

Fittsburgh and New York.

Fittsburgh and New York.

Fittsburgh and New York.

1725 pm. Pittsburgh and New York.
255 pm. Pittsburgh and Sew York.
255 pm. Pittsburgh and St. Louis
1722 am.
255 pm. Pittsburgh and St. Louis
1735 pm. Pittsburgh and St. Louis
1745 pm. Pittsburgh and St. Louis
175 pm. Pittsburgh and Bennison.
255 pm.
266 pm. Pittsburgh and Bennison.
255 pm.
267 pm. Pittsburgh and Hennison.
255 pm.
268 pm. Pittsburgh and Pittsburgh
175 pm.
268 pm. Lamon war Toledo.
268 pm. Lamon war Toledo.
269 pm. Steubenville and Pittsburgh
176 pm.
260 pm. Lamon war Toledo.
260 pm.
260 pm.
260 pm. Lamon war Toledo.
260 pm.
260

Offio RIVER E. R.

H. Z. & C. RAILROAD. ... Beliaire and Zanesville ... Woodsteld......

BALTIMORE & OHIO.

Department and arrivator frames at Wheeling. Eastern time. Schedule in effect January 6, 193.

MAIN LINE EAST.

For Baltimore, Philadelphia and New York 1.15 a. m., 2000 p. m., daily.

Gratton Express, 10:10 a. in. Monday only, Washington City Express, 10:10 a. in., dully, occept. Monday.

Camberland Accommodation, 5:30 a. in., daily, except Sunday.

Gratton Accommodation, 1:30 a. in. and 6:00 p. in., oxcept Sunday, and 1:00 p. in., Saturday only.

ARRIVE.

From New York, Philadelphia and Baltimore, 15 a. m., daily. Sib a. m., daily, Washington City Express, 500 p. m., daily, ex-cept Monday, Comberland Accommodation, 750 p. m., ex-cept Sunday.

TRANSOHIO DIVISION.

For Columbus and Chicago, 7:39 and 19:15 a. m. daily awd t.1; p. m., daily.

tolumbus and Chicamal Express, 10:15 a. m. daily, 11:40 p. m., daily, except Saturday, and 2:20 a. m. Sanday only.

Sandusky Mail, 19:15 a. m., daily.

Newark accommodation, 4:12 p. m., daily.

St. Clairwille Accommodation, 10:15 a. m. and 4:12 p. m., except Sunday.

AERIVE.

Chicago Express, 2:35 a. m. and 5:35 p. m. daily, and 1:35 n. m., daily.

'Unclimal Express, 2:500 a. m. and 5:55 p. m.

daily.
Sandusky Mail, 5.35 p. m., daily.
Newark Accommodation, 11:35 a. m., daily.
St. Chairaville Accommodation, 11:35 a. m. and
35a5 p. m., daily, except Sanday.
WHEELING & PITTSBURGH DIVISION.

For Pittburgh, 505 and 7:70 a. m., and 5:15 p. m., daily: and 1:30 p. m., daily: except Sanday, For Pittburgh and the east, 5:05 a. m. and 5:15 p. m., daily: washington Accommodation, 5:00 p. m., daily, except Sanday.

except Sunday.

Annive
From Pittsburgh, 10:10 a.m. and 6:50 p.m. daily, 11:30 p. m. daily, except Saturday, 12:55 p. m. except Sunday only, Washington Accommodation, 8:10 a. m., daily, except Sunday only.

On and after Monday, December 17, 1894, Pas-senger Trains will run as follows: "Daily, [Daily Except Souday, Central time.

Relleville Ravenswood Ripley Landing Graham New Haven Hartford Clifton Pt. Pleasant, Gallipolis.... Guvandotte... Huntington, Kenova...... SORTH BOUSE.

Wheeling & Elm Grove Railroad. On and after Saturday, February 2, 1893, trains will run as follows, city time:

LEAYE WHEELING. | LEAVE ELM GROVE. LEAVE ELN GROVE.

Tr'u T'me Tr'n T'me Tr'n. T'me T'rn T'me

No. 18.,2500 [No. 17.,259] tDaily, except Sunday. Sunday church trains will leave Elm Grove at 9:Ula. in. and Wheeling at 12:17 p. in. II. E. WEISTERBER, tion. Manager.

Wheeling Bridge & Terminal Ry.

Time Table No. 13, to take offect 17.11 a. m., Sunday, November 19 183, Leave Wheeling 1830, 17:15, 211:10 a. m., \$2:20, \$5:16, 11:20, 29:30 p. m. Leave Weeling 1830, 17:15, 211:10 a. m., \$2:20, 40:20, 29:30 p. m. Leave Martin's Ferry—18:12, 17:57, 211:32 a. m., \$2:32, 3:25, 14:24, 29:12. Arrive Terminal Junction—18:17, 10:30, \$11:55 a. m., \$2:30, 3:32, 11:45, 29:38 p. m. Leave Martin's Ferry—17:28, \$9:37 a. m., \$2:10. a. m., \$2:50, 11:30, 3:11, 5:45 p. m. Leave Martin's Ferry—17:28, \$9:37 a. m., \$1:15, \$2:00, \$1:10, 5:20, \$1:20, p::20 a. m., \$1:37, \$1:17, \$1:20,

ARRIVE.

Grand Accommodation, 19:15 a. m. daily, cloth to Accommodation, 19:15 a. m. daily, Grafton Express, 599 p. m., Monday uniy, Mounday III Accommodation, 7:20 a. m., except Sunday, 19:15 a. m., daily, 12:55 and 7:39 p.m., except Sunday, and 7:25 p.m. Saturday only, TRANSOHIO DIVISION,

Cinciunati Express, 5:00 a. m. and 5:55 p. m.,

OHIO RIVER RAILROAD CO.

SOUTH BOUND.

SORTH BUCNE Wheeling Benwood Moundsville. New Martinsville. Sisterville. Friendly. Williamstown. Parkersburg. Belleville. Havenswood. Eigley Landing. Graham. New Haven. Harton. Mason City.

C. O. BREWSTER Receiver. Time Table No. 13, to take offeet 17:31 a. m., Sunday, November 19, 1831.